



MULTI MODAL COMMITTEE RAIL DIVISION REPORT SUBMITTED BY: CHARLES EDWARDS

BOARD OF TRANSPORTATION MARCH 2018

PROJECTS (Provide status/update for top 3-5 projects in respective mode)

- P-5705B Charlotte Gateway Station
 - Rail Design & Construction Branch opened bids for the first CGS construction contract on January 30. This contract will build the foundation for the new station track bridge in the median of Trade St. to allow work to proceed prior to CATS Gold Line Streetcar work at the same location.
 - Four bids were received, and the apparent low bidder is Blythe Construction. Rail Division has requested the final paperwork required to determine that Blythe Construction is the lowest responsive bidder and, if received, expects to provide a Notice to Proceed on this contract in early February.
 - Construction on this contract, which will be administered by the Rail Construction Unit, is anticipated to begin in late March and be complete by the end of July 2018. D&C has notified the City, FRA, NS, and Division 10 of the apparent low bidder.
 - The primary CGS Phase I contract LET date has been scheduled for May 15 to allow time for final negotiation of the construction and maintenance agreements between NCDOT, the City and NSR, and also to obtain stakeholder approval of the platform plans, which was a later addition to the project design.
- P-5500 Raleigh Union Station
 - The first station track is anticipated to be placed in service in late March. Train set testing at the platform will begin following the in-service of the track.
 - The station building ribbon cutting event is currently scheduled for April 27.
 - Train service is anticipated to move to the new station in early May,
 - After the existing passenger station is removed, the final phase of track work will begin, including completion of the second station track, realignment of the freight main track, and installation of the switch between the second station track and the freight main track. All track work is anticipated to be complete by this Fall.
- P-4900 Pembroke Connection
 - This project connecting the CSX A-line to the SE-line is targeted for completion in March. CSX will turn-on the signals and power switches for the new 2.4-mile track at that time.
- M-0509 Capital Yard South Lead
 - Construction work continues on improvements to tracks connecting the NCDOT Rail Division Raleigh Capital Yard to the CSX main track. The project will construct a much needed second lead track for Piedmont trains departing and arriving Capital Yard, significantly reducing conflicts with CSX freight operations and streamlining overall railroad operations. Construction is anticipated to be complete in May.
- C-5600BA CSX "Dixie Storage" Project:
 - This project is located between Hamlet and Wilmington on the CSX SE Line and includes work to improve Queen City Express intermodal service between Wilmington and Charlotte. The project will improve main track capacity by installing power operated switches on two passing sidings and significant improvements to switching operations near Laurinburg. Rail Division will work with CSX to advertise and bid the project this summer with construction anticipated to starting in August.
- STI Project Scoring
 - The Rail Planning staff just completed and submitted the verification of project scopes and estimates to the SPOT office for the Statewide projects.
- Automated Train Counting Tool
 - Rail Planning has identified a need to develop an Automated Train Counting Tool to assist in freight data collection on rail corridors across NC. Rail Planning staff will meet with the State ITS and Signals Engineer to discuss available technology currently used by the ITS group and its applicability to counting freight trains. A research project to develop this Tool may be available through the local universities.



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- FRA Grants
 - NC Ports has expressed interest in a project to expand their yard in Charlotte. NCDOT Rail Division staff will explore this project to see if it would be eligible for CMAQ or would be best suited for the FRA grants. Rail Division discussed potential projects/studies to consider with the CRISI funds. One such study may be a study to prioritize current Class I Branch lines for preservation in the event that multiple corridors are available.

BUDGET UPDATES (Provide budget reporting pertinent to respective mode)

- N/A

ANNOUNCEMENTS

(Share updates on announcements/upcoming events in respective mode)

NEW

UPCOMING

MEETINGS ATTENDED (List any key meetings attended this month)

- Passenger Operating Committee (POC)
 - Rail Division representatives attended the first meeting of the Passenger Operating Committee (POC) in Charlotte on February 7, 2018. The POC is established by several agreements related to the Piedmont Improvement Program (PIP) and is the body responsible for providing oversight of passenger operations following the completion of PIP. The committee will meet quarterly from this point forward and per the agreements has members from Norfolk Southern, North Carolina Railroad and NCDOT with participation from Amtrak.
 - Major topics of discussion for this meeting included startup of next Piedmont round trip this Spring, removal of previously added construction schedule pad, and format for required monitoring of passenger train performance metrics.
- P-5717 Cornwallis Road Grade Separation in Durham
 - NCDOT Rail met with Research Triangle and IBM representatives on the Cornwallis Road grade separation project on February 7. The purpose of the meeting was to review initial alternatives for the project and receive feedback. All current alternatives impact an entrance to the IBM campus on Miami Blvd in RTP.
- P-5713 Hilltop Road Grade Separation - Greensboro
 - On February 2, NCDOT (Rail and Division 7 office), met with City of Greensboro representative to review alternatives for the proposed grade separation of Hilltop Road over the NCRR. After review of multiple alignments, alternatives to carry forward to a public meeting were identified. After the meeting the Division 7 office requested that an alternative be removed, and other alternatives be added. Additional coordination will be needed to reach agreement on alternatives to carry forward.

CLOSING THOUGHTS

- N/A



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